

PRELIMINARY REPORT

2015: G1-G42 – Heights-Northside

APPLICANT: City of Houston Planning & Development

KEY MAP: 451-454, 491-494

JURISDICTION: City of Houston

LAMBERT: 5158, 5258, 5259, 5358, 5359, 5457-5459,

DISTRICT/PRECINCT: City Council: B, C, H

Harris County Pct.: 1, 2, 4

PROPOSAL:

The City of Houston Planning & Development Department (P&D) is requesting the reclassification of the following Thoroughfares within the Heights-Northside Mobility Study:

	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
G	1.	E. TC Jester Boulevard	W. 11th Street to IH 610	Reclassify E. TC Jester Boulevard between W. 11th Street and IH 610 from a 80/120' right-of-way Major Thoroughfare (T-4-80/120) to a Principal Thoroughfare with a minimum 100', varying right-of-way (P-4-100/varies)
	2.	Durham Drive	IH 10 to W. 20th Street	Reclassify Durham Drive between IH 10 and W. 20th Street from a 60' right-of-way Principal Thoroughfare (P-4-60) to a 70' right-of-way Principal Thoroughfare (P-4-70)
	3.	Shepherd Drive	IH 10 to W. 11th Street	Reclassify Shepherd Drive between IH 10 and W. 11th Street from a 60' right-of-way Principal Thoroughfare (P-4-60) to a 70' right-of-way Principal Thoroughfare (P-4-70)
	4.	Heights Boulevard	IH 10 to W 20th Street	Reclassify Heights Boulevard between IH 10 and W 20th Street from a 4 lane Major Thoroughfare (T-4-140/150) to a 2 lane Major Collector (MJ-2-140/150)
	5.	Studewood Street	N. Main Street to White Oak Drive	Reclassify Studewood Street between N. Main Street and White Oak Drive from a 3 lane, 70/80' right-of-way Major Thoroughfare (T-3-70/80) to a 2 lane, 80' right-of-way Major Thoroughfare with a center turn lane (T-2-80)
	6.	Airline Drive	W. Cavalcade Street to N. Main Street	Reclassify Airline Drive between W. Cavalcade Street and N. Main Street from a 70' right-of-way Major Thoroughfare (T-4-70) to an 80' right-of-way Major Thoroughfare (T-4-80)
	7.	W. Cavalcade	Airline Drive to IH 45	Reclassify W. Cavalcade Street between Airline Drive and IH 45 from a 90' right-of-way Major Thoroughfare (T-4-90) to a 100' right-of-way Major Thoroughfare (T-4-100)
	8.	Patton Street	Airline Drive to IH 45	Reclassify Patton Street between Airline Drive and IH 45 from a 4 lane Major Collector (MJ-4-70) to a 2 lane Major Collector (MJ-2-70)
	9.	Patton Street	IH 45 to Fulton Street	Reclassify Patton Street between IH 45 and Fulton Street from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70)
	10.	Patton Street	Fulton Street to Irvington Boulevard	Reclassify Patton Street between Fulton Street and Irvington Boulevard from a 4 lane Major Collector (MJ-4-60) to a 2 lane Major Collector (MJ-2-60)
	11.	E. 11th Street	Studewood Street to Michaux Street	Reclassify E. 11th Street between Studewood Street and Michaux Street from a 4 lane Major Collector (MJ-4-70) to a 2 lane Minor Collector (MN-2-70)

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ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
12.	Pecore Street	Michaux Street to N. Main Street	Reclassify Pecore Street between Michaux Street and N. Main Street from a Major Collector (MJ-2-60) to a Minor Collector (MN-2-60)
13.	W. 6th Street	Shepherd Drive to Yale Street	Delete Major Thoroughfare W. 6th Street between Shepherd Drive and Yale Street
14.	W. 6th Street	Yale Street to Heights Boulevard	Reclassify W. 6th Street between Yale Street and Heights Boulevard from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60)
15.	White Oak Drive	Heights Boulevard to Studewood Street	Reclassify White Oak Drive between Heights Boulevard and Studewood Street from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60)
16.	White Oak Drive	Studewood Street to IH 45	Reclassify White Oak Drive between Studewood Street to IH 45 from a Major Thoroughfare (T-2-70) to a Major Collector (MJ-2-70)
17.	Quitman Street	IH 45 to Fulton Street	Reclassify Quitman Street between IH 45 and Fulton Street from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60)
18.	Quitman Street	Fulton Street to Elysian Street	Reclassify Quitman Street between Fulton Street and Elysian Street from a 50' right-of-way Major Thoroughfare (T-2-50) to a 60' right-of-way Major Collector (MJ-2-60)
19.	Quitman Street	Elysian Street to Jensen Drive	Reclassify Quitman Street between Elysian Street and Jensen Drive from a Major Thoroughfare (T-2-60) to a Major Collector (MJ-2-60)
20.	Hogan Street	IH 45 to Cochran Street	Reclassify Hogan Street between IH 45 and Cochran Street from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70)
21.	Lorraine Street	Cochran Street to Hardy Street	Reclassify Lorraine Street between Cochran Street and Hardy Street from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70)
22.	Lorraine Street	Jensen Drive to Eastex Freeway	Reclassify Lorraine Street between Jensen Drive and Eastex Fwy from a 60' right-of-way Major Collector (MJ-4-60) to a 70' right-of-way Major Collector (MJ-4-70)
23.	Fulton Street	Boundary Street to Hogan Street	Reclassify Fulton Street between Boundary Street and Hogan Street from a 4 lane Major Thoroughfare (T-4-70) to a 2 lane Major Collector (MJ-2-70)
24.	Fulton Street	Hogan Street to Burnett Street	Reclassify Fulton Street between Hogan Street and Burnett Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Collector (MJ-2-60)
25.	San Jacinto Street (Fulton Street)	Burnett Street to IH 10	Reclassify San Jacinto Street between Burnett Street and IH 10 from a varying-width right-of-way Major Thoroughfare (T-4-varies) to an 80' right-of-way Major Thoroughfare (T-4-80)
26.	Hardy Street	IH 610 to Harrington Street	Reclassify Hardy Street between IH 610 and Harrington Street from a 4 lane, 50/60' right-of-way Major Thoroughfare (T-4-50/60) to a 2 lane, 60' right-of-way Major Collector (MJ-2-60)
27.	Elysian Street	IH 610 to Harrington Street	Reclassify Elysian Street between IH 610 and Harrington Street from a 4 lane Major Thoroughfare (T-4-60) to a 2 lane Major Collector (MJ-2-60)

PRELIMINARY REPORT

P&D also requests the addition of the following local streets to be classified as Minor Collectors as recommended by the Heights-Northside Mobility Study. Minor Collectors are public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. Minor Collectors typically serve residential uses, but it's not uncommon for them to serve commercial or mixed uses, particularly in urban settings. They typically collect traffic from residential uses or commercial uses and distribute to the Thoroughfare streets. These streets are typically shorter in length, however, may be longer in large single family residential developments. These streets typically accommodate pedestrians and bicyclists. Goods movement is limited to local deliveries only.

	ID	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
G	28.	Seamist Drive	W. 18th Street to W. 11th Street	Add Seamist Drive between W. 18th Street and W. 11th Street as a Minor Collector (MN-2-60)
	29.	Kansas Street	Hempstead Highway to TC Jester Boulevard	Add Kansas Street between Hempstead Highway and TC Jester Boulevard as a Minor Collector (MN-2-60)
	30.	Bevis Street	IH 610 to E. TC Jester Boulevard	Add Bevis Street between IH 610 and E. TC Jester Boulevard as a Minor Collector (MN-2-60)
	31.	Beall Street	W. 14th Street to W. 24th Street	Add Beall Street between W. 14th Street and W. 24th Street as a Minor Collector (MN-2-60)
	32.	W. 24th Street	Ella Boulevard to Yale Street	Add W. 24th Street between Ella Boulevard and Yale Street as a Minor Collector (MN-2-70)
	33.	W. 19th Street	W. 20th Street to Heights Boulevard	Add W. 19th Street between W. 20th Street and Heights Boulevard as a Minor Collector (MN-2-70)
	34.	W. 14th Street	Beall Street to N. Main Street	Add W. 14th Street between Beall Street and N. Main Street as a Minor Collector (MN-2-65)
	35.	Link Road	IH 610 to Airline Drive	Add Link Road between IH 610 and Airline Drive as a Minor Collector (MN-2-60)
	36.	Link Road	Airline Drive to Fulton Street	Add Link Road between Airline Drive and Fulton Street as a Minor Collector (MN-2-60)
	37.	Watson Street	Pecore Street to Usener Street	Add Watson Street between Pecore Street and Usener Street as a Minor Collector (MN-2-60)
	38.	North Street	Houston Avenue to N. Main Street	Add North Street between Houston Avenue and N. Main Street as a Minor Collector (MN-2-60)
	39.	Conti Street	McKee Street to San Jacinto Street	WITHDRAWN
	40.	McKee Street	IH 10 to Lyons Avenue	Add McKee Street between IH 10 and Lyons Avenue as a Minor Collector (MN-2-60)
	41.	Hardy Street	IH 10 to Lyons Avenue	Add Hardy Street between IH 10 and Lyons Avenue as a Minor Collector (MN-2-60)
	42.	Lyons Avenue	McKee Street to Elysian Street	Add Lyons Avenue between McKee Street and Elysian Street as a Minor Collector (MN-2-60)

PRELIMINARY REPORT

BACKGROUND INFORMATION

The City along with partners Houston-Galveston Area Council (H-GAC) and Metropolitan Transportation Authority of Harris County (METRO) completed the Northwest Mobility Study in 2014 in a continued effort to advance the recommendations from the City Mobility Planning (CMP) Phase I (See the appendix for more information). The study area is defined by IH 610 (West Loop) to the north and west, IH 10 to the south, and US 59 to the east. The purpose of the study was to determine appropriate multi-modal solutions to address the near and long-term mobility needs of the Heights-Northside study area.

The Heights-Northside study area consists of mostly Major Thoroughfares with a few Major Collectors designated on the MTFP, as well as a Transit Corridor Street (Main Street – Boundary Street – Fulton Avenue) that provide north-south connectivity. The study area contains older communities with narrow and constrained rights-of-way (ROW). Many local streets are experiencing increased automobile, pedestrian, and bicycle traffic because of the existing connectivity within the street grid due to redevelopment.

The study area is characterized by relatively high population density (7.4 persons/acre) and the trend is expected to continue by 2035 (8.9 persons/acre), according to the growth projections by the H-GAC. The employment density is projected to increase at a slightly higher rate (34%) from 4 jobs/acre to 5.4 jobs per acre during the same period.

Heights-Northside Population and Employment Projections

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2010	80,127	7.4	-	43,664	4.0	-
2018	91,133	8.4	13.7%	54,530	5.0	24.9%
2025	94,013	8.7	3.2%	56,961	5.3	4.5%
2035	96,411	8.9	2.6%	58,549	5.4	2.8%
Change 2010 to 2035	16,284	1.5	20.3%	14,885	1.4	34.1%

Source: Demographic Projections by H-GAC

The study area is in close proximity to downtown and contains communities that represent some of the first residential suburbs of Houston, resulting in a well-connected, elongated street grid. The bayou network (White Oak Bayou and Little White Oak Bayou) and the existing shared-use paths in the study area, in combination with the existing street grid, offer ample opportunity for an improved multi-modal network. As traffic congestion continues to increase, the challenge for this study area will be to maintain an effective street network for automobiles, while providing options for other modes of transportation. Increased mobility for all modes should be provided, while maintaining the historic character within the study area. See the appendix for corridor specific recommendations from the Heights-Northside Mobility Study.

The Heights-Northside Mobility Study report can be found on the City's webpage:
<http://houstontx.gov/planning/mobility/CMP/Heights-Northside-Mobility-Study>

Information about City Mobility Planning (CMP) can be found on the City's webpage:
<http://houstontx.gov/planning/mobility/cmp>



2015 Major Thoroughfare and Freeway Plan Amendment Request: Heights-Northside: G-1 - G-42

2015 MTFP Amendment Requests

Add

Realign

Remove

Street Class

Reclassify

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2014 MTFP

Freeway

Major Thoroughfare

Major Collector

Minor Collector

Transit Corridor Street

Local Street

Railroad

Waterway

Park

Houston City Limit

Houston ETJ

County Boundary

North Arrow

Scale: 0, 0.25, 0.5 Miles

Vicinity Map

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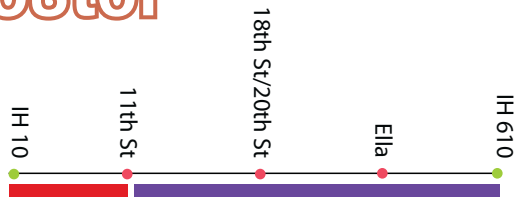
PRELIMINARY REPORT APPENDIX

- **Mobility Study Project Sheets**
- **City Mobility Planning**

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E & W TC Jester

Priority Elements



Existing Condition

TC Jester Blvd, E. TC Jester Blvd and W. TC Jester Boulevard makeup a series of thoroughfares that meander through the study area from IH 610 to IH 10. Designations are as follows:

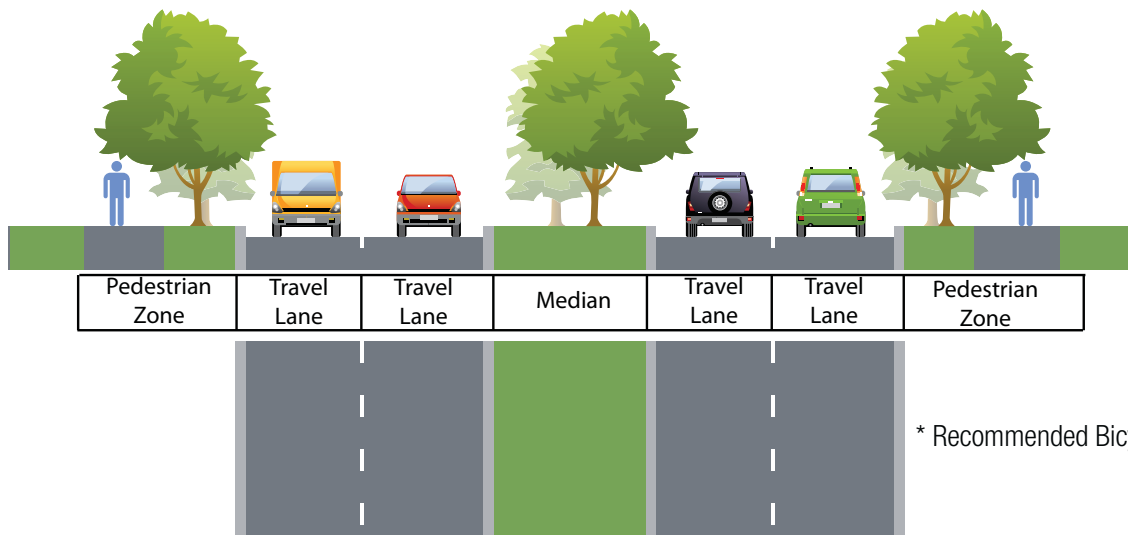
- TC Jester - From IH 10 to 11 St: 4-lane **Major Thoroughfare** with 110' right-of-way. Although designated as 4-lanes, the segment between Union Pacific Railroad and IH 10 is 6-lanes. This segment is designated as a bike route.
- TC Jester - From 11 St to E. and W. TC Jester Split: 4-Lane **Major Thoroughfare** with 80' right-of-way. A shared-use path extends along White Oak Bayou between E. and W. TC Jester.
- E. TC Jester - T.C. Jester to 20th Street: 4-Lane **Major Thoroughfare** with 80' ROW.
- E. TC Jester - 20th Street to IH 610: 4-Lane **Major Thoroughfare** with 120' right-of-way.
- W. TC Jester - T.C. Jester to IH 610: 4-Lane **Major Thoroughfare** with 110' right-of-way.

From IH 10 to W 11th St, TC Jester operates as a single, 2-way facility. However, north of this intersection the roadway splits into East TC Jester and West TC Jester. Although not a couplet, these two corridors offer north/south vehicular circulation on both sides the bayou. Sidewalks are present on both sides, but an on-street bike facility does not exist. However, access to the White Oak Bayou trail is provided at 11th Street and Ella Blvd.

Identified Needs

The White Oak Bayou is located between E. and W. TC Jester. This segment of the Bayou is part of the City's popular off-street trail network attracting both commuting and recreational users. The community expressed concerns regarding safe crossings to the Bayou across both E. and W. TC Jester Boulevard. Additionally, the 18th/20th/TC Jester Boulevard intersection was also noted as a main public concern for safety and congestion. Speeds along the corridor were also expressed as an issue where motorist tend to use the corridor as an internal highway traveling much faster than posted speed limits.

Possible Option(s):



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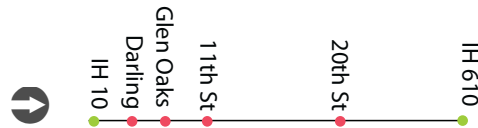
EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	New MTFP Designation	T-4-110
Existing Counts Range	8,600-15,300	Future Volume Range	10,500-33,000
Right-of-way	80'-120'	Proposed MMC	Suburban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Future Vision

TC Jester, E. TC Jester and W. TC Jester are recommended to remain as **Major Thoroughfares** as currently classified on the MTFP. In preservation of the existing median and provided context, the corridor is further recommended to be classified as a **Suburban Boulevard**. Modifications to TC Jester will be the near-term solution of retiming the intersection with 11th Street. Reconfiguration of the intersection of E. TC Jester Boulevard with 19th and 20th Street should be further evaluated for efficiency. A dedicated bicycle facility is recommended for TC Jester between IH 10 and 11th Street providing increased access to the off-street trail network along the White Oak Bayou.

Durham Drive

Priority Elements



Existing Condition

Durham Drive is a southbound, one-way **Principal Thoroughfare** from IH 610 to IH 10 that operates as a **couplet** with Shepherd Drive for northbound traffic. The majority of the corridor is 4-lanes. Local residents referred to this corridor as a “complete commuter street” as the majority of users are regional in nature passing through the Heights to IH 45 or south to the Montrose area. The corridor does maintain sidewalks, but the condition is degraded and not continuous along both sides of the corridor. The corridor maintains a 4-lane bridge across White Oak Bayou. A narrow sidewalk is apparent along one-side of the bridge, but is insufficient.

Identified Needs

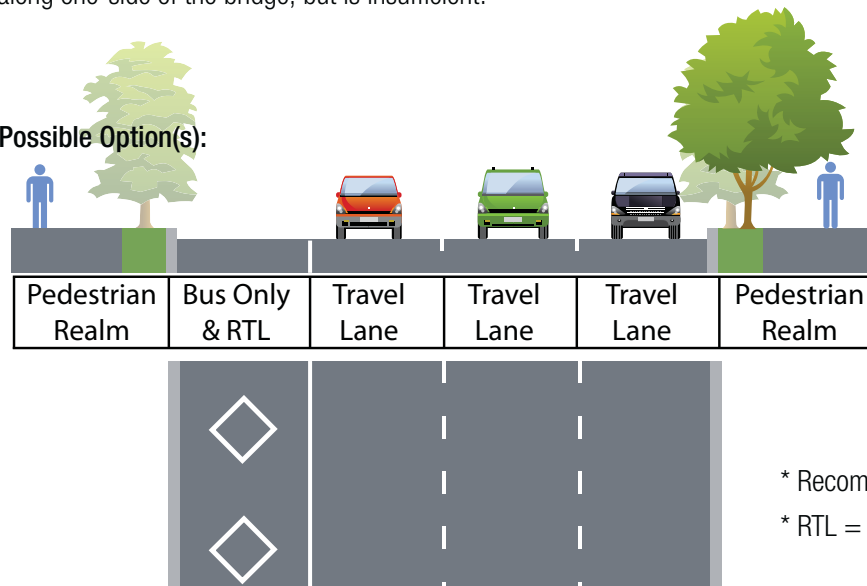
A strong desire for bike lanes and sidewalks along the corridor was expressed by the public. The corridor’s bridge across White Oak Bayou is also seen as a barrier for non-vehicular traffic where existing facilities are too narrow. The public noted the existing sidewalk facility is not safe for a pedestrian, much less a bike. Pedestrian crossings across Durham Drive are also needed. In addition to creating and connecting these pedestrian realms, aesthetic improvements, like the addition of street trees, were mentioned.

Future Vision

Durham Drive is recommended to maintain its current 4-lane **Couplet** design to meet current and future vehicular capacity needs. As such, an on-street bike facility is not recommended. Wider, continuous pedestrian facilities are important for internal community connectivity as well as enhanced access to transit stops. Pedestrian crossings at major intersections and the provided bridge should be further evaluated for proper design.

High Frequency Transit for the Durham/Shepherd Couplet is recommended. Given the importance of this corridor as a regional connector, it is recommended that one travel lane be designated as a bus only lane, and where appropriate, right-turn only lane for increased efficiency. As a designated High Frequency Transit facility, importance of the pedestrian realm is further prioritized for this corridor. Bus shelters, wider sidewalks and properly placed cross walks at intersections near transit stops are recommended for a more safe and pedestrian-friendly area.

Possible Option(s):



* Recommended High Frequency Transit

* RTL = Right Turn Lane

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-70
Existing Counts Range	20,000-22,100	Future Volume Range	21,500-33,000
Right-of-way	60'/70'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	N/A

For more information regarding associated design standards for northbound traffic, see the Shepherd Corridor Sheet.

Shepherd Drive

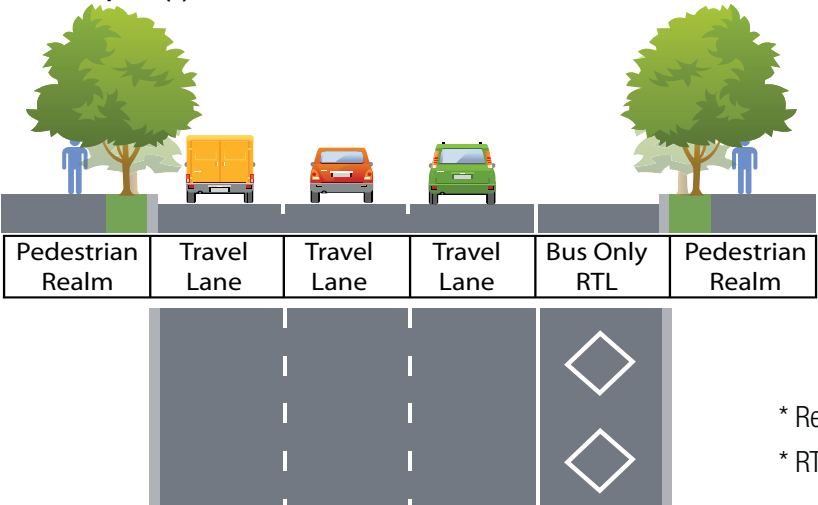
Priority Elements



Existing Condition

Shepherd Drive is a 4-lane undivided **Principal Thoroughfare** with 60'-70' of right-of-way and provides one-way movement of vehicular traffic from IH 10 to IH 610. It acts as a **Couplet** with Durham Drive, which facilitates the southward movement of vehicles. Sidewalks are consistent along the length of the corridor, but are narrow. The corridor is lined with retail and commercial properties, creating many driveways and openings along this stretch of road. The corridor maintains two 4-lane bridges across White Oak Bayou north of Larkin Street and south of 6th. Both bridges have a sidewalk along one-side of the bridge, but is insufficient.

Possible Option(s):



Identified Needs

Comments received from the public identified crossing over Shepherd Drive to be a major concern. Limited sight distance for drivers due to fences was also expressed as a concern. Pedestrians and bicyclist identified the 11th Street intersection and IH 10 bridge as potential locations for enhanced crosswalks. Residents and stakeholders voiced a desire to have a bike facility along Shepherd Drive that would connect to the White Oak Bayou Trail.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	P-4-70
Existing Counts Range	17,000-29,000	Future Volume Range	20,000-37,000
Right-of-way	70'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	N/A

Future Vision

Shepherd Drive is recommended to maintain its current 4-lane **Couplet** design adequate for future vehicular capacity needs. As such, an on-street bike facility is not recommended. Wider, continuous pedestrian facilities are important for internal community connectivity as well as enhanced access to transit stops. Pedestrian crossings at major intersections as well as across the bridge should be further evaluated for proper design.

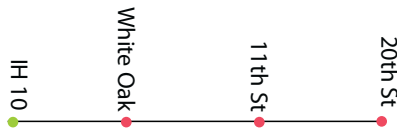
High Frequency Transit for the Durham/Shepherd Couplet is recommended. Given the importance of this corridor as a regional connector, it is recommended that one travel lane be designated as bus only, and where appropriate, right-turn only lane for increased efficiency. As a designated High Frequency Transit facility, importance of the pedestrian realm is further prioritized for this corridor. Bus shelters, wider sidewalks and properly placed cross walks at intersections near transit stops are recommended for a more safe and pedestrian-friendly area.

For more information regarding associated design standards for southbound traffic, see the Durham Corridor Sheet.

* Recommended High Frequency Transit
* RTL = Right Turn Lane

Heights Boulevard

Priority Elements



Existing Condition

Heights Boulevard is classified as a 4-lane divided **Major Thoroughfare** with 140'-150' right-of-way. Operationally, however, the corridor only maintains 2-lanes of vehicular traffic between IH 10 and 20th Street. The remaining travel lanes have been restriped to accommodate on-street parking and a bike lane. Parking is removed, however, at intersections to accommodate left-hand turning movements. A jogging trail is also located down the middle of the corridor's wide median. Pedestrian and bicycle activity are high along this corridor and appear to accommodate both the recreational and commute users.

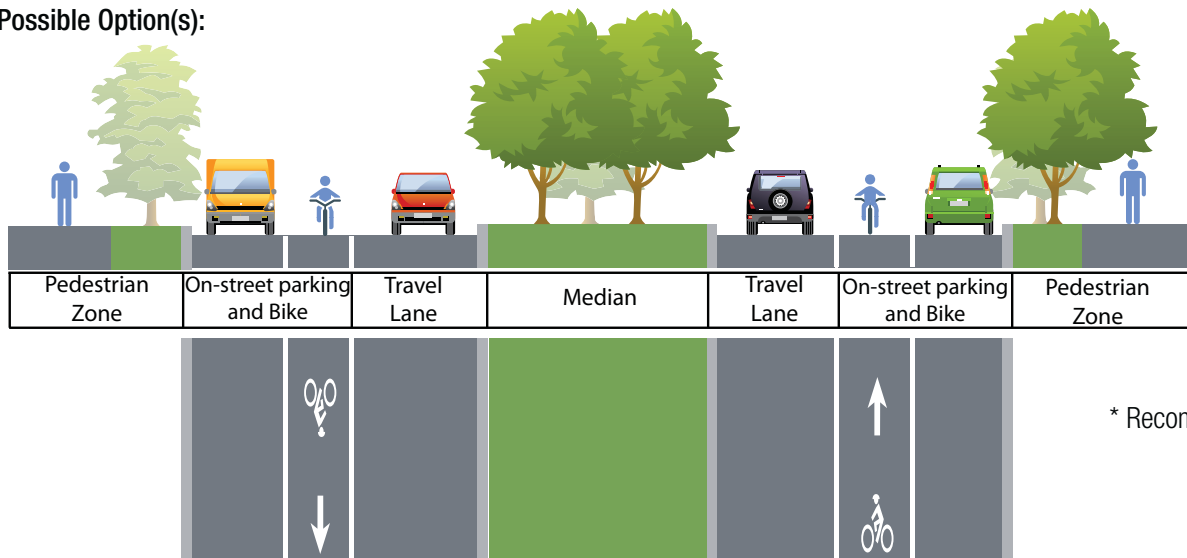
Identified Needs

The public envisions Heights Boulevard as the one "Complete Street" of the Heights' study area. The public expressed a desire to expand bike and pedestrian amenities found on Heights Blvd to other corridors. However, joggers using the trail provided in the existing median, noted that crossing between medians at existing intersections can create confusing and unsafe conditions. Colored paving was suggested as a treatment to better delineate how motorists, bicyclists and pedestrians (including joggers) should interact at these junctions.

Future Vision

Future volume ranges for Heights Blvd north of 6th Street/White Oak Drive indicate a reclassification of the corridor to a 2-lane divided **Major Collector** with 140'-150' right-of-way may be warranted. The corridor is also recommended as an **Urban Boulevard** in preservation of the existing median. The provided recommendation is not intended to change the existing condition of the corridor, but rather preserve it. To improve the functionality of intersections, however, one potential improvement includes the implementation of **Michigan U-turns** which would result in u-turns in lieu of left-hand turning movements at intersections (See Chapter V. Section 5.8 **Integration of Modal Types**). A local bus facility is also recommended for the corridor.

Possible Option(s):



* Recommended Local Bus Facility

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4 (2-Operational)	MTFP Designation	C-2-140'-150'
Existing Counts Range	9,500	Future Volume Range	8,000-20,000
Right-of-way	140'-150'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Studewood Street

Priority Elements



Existing Condition

Studewood Street is classified as a **Major Thoroughfare** with varying laneage and right-of-way designations:

- N. Main Street to White Oak Dr: 3-lane **Major Thoroughfare** with a center turn lane and an 70'-80' right-of-way. The center lane acts as a contra-flow lane which is a reversible lane that designates the directional flow of traffic depending on the time of day. This segment of the corridor has sidewalks in good condition with wide planting strips both sides of the corridor. Small commercial and retail development as well as some residential with short setbacks are characteristic of uses along the corridor.
- White Oak Dr to IH 10: 4-lane **Major Thoroughfare** with an 80' right-of-way. The existing pedestrian realm is limited with a narrow sidewalk along some portions of the corridor. Just north of IH 10 to Stude Street is a 4-lane bridge over the White Oak Bayou that currently has no pedestrian amenities.

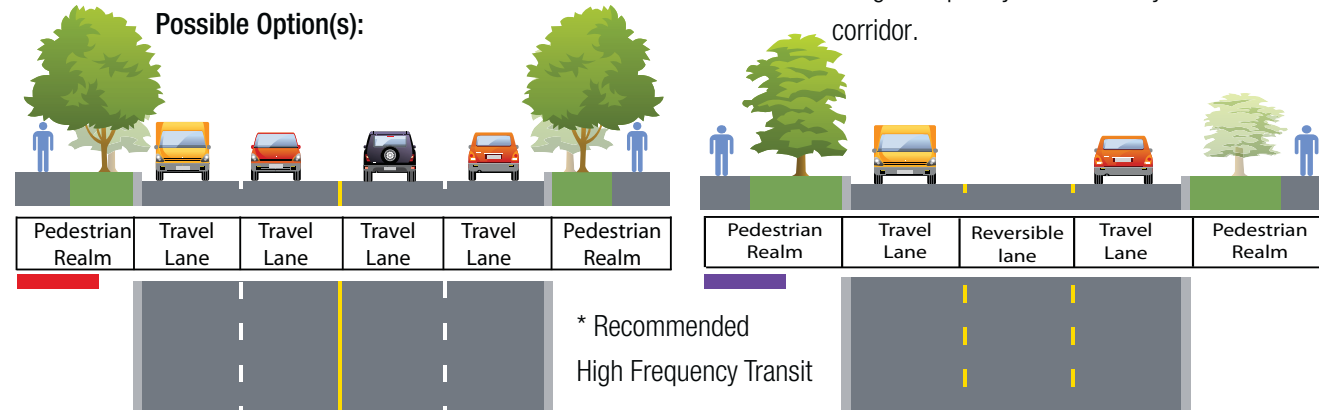
Identified Needs

Pedestrian facilities along Studewood Street are in great condition north of White Oak Drive, but virtually nonexistent along the 4-lane segment of the roadway south of White Oak Drive which includes a 4-lane bridge. However, the use of this segment by pedestrians is evident by foot paths flanking both sides of the corridor. The contra-flow lane confuses drivers who are not familiar with its function, and additional signage could help mitigate this issue. The contra-flow lane also causes problems at major intersection due to the lack of protected lefts. At its northern boundary, the corridor terminates into a 6-legged intersection with E 20th/N Main Street/W Cavalcade Street. The current intersection configuration creates confusion, particularly for the pedestrians and bicyclists to navigate.

Future Vision

It is recommended that Studewood Street remain a 3- and 4-lane **Major Thoroughfare** where currently designated. Given the provided context, it is recommended the corridor also be designated an **Urban Avenue**. The center or contra-flow lane provided along the 3-lane portion of the corridor is recommended to remain based on projected traffic flows. However, additional signage is recommended to better inform unfamiliar drivers when to use the lane. Due to the deterioration of the roadway, reconstruction will be needed at the 6-legged intersection with E 20th/N Main Street/W Cavalcade Street. It is recommended that more adequate pedestrian and bicycle facilities be developed that demarcate proper flow of non-vehicular users through the intersection. It is also recommended that a High Frequency Transit facility be considered for the corridor.

Possible Option(s):



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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	3/4	MTFP Designation	T-3/4-80
Existing Counts Range	9,000-19,600	Future Volume Range	10,500-17,500
Right-of-way	80'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	CTL (RL)	Median/CTL/Undivided	Reversible Lane

Airline Drive

Priority Elements



Existing Condition

Airline Drive is a 4-lane **Major Thoroughfare** with 70' to 80' right-of-way. During the time of this study, reconstruction of the corridor commenced. The provided cross section will be constructed as, a 4-lane corridor.

Variations include:

- N. Main Street to Cavalcade: 4-lane undivided corridor.

The surrounding landuse is comprised of mainly commercial and industrial uses. The corridor is also home to the a local outdoor farmers market north which is a neighborhood attractor for all mode types.

- Cavalcade to IH 610: 4-lane corridor with center turn lane.

On-street parking is not anticipated, however, sidewalks will be provided on either side of the corridor.

Identified Needs

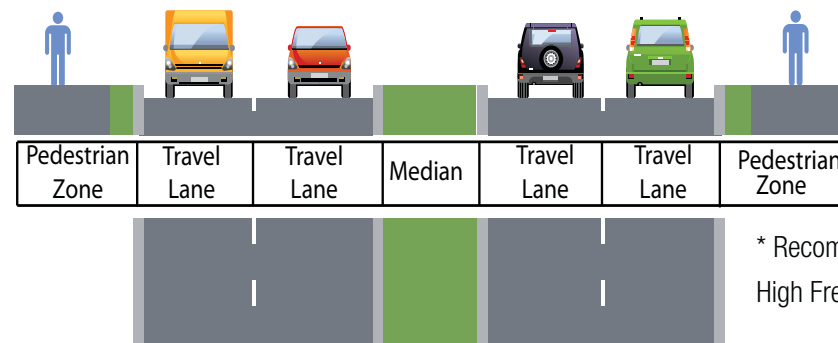
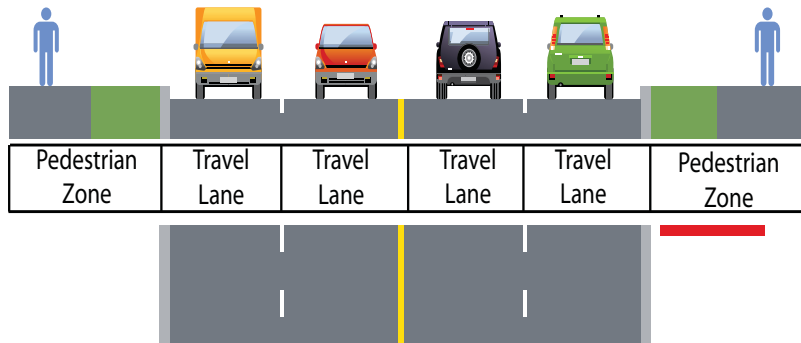
This corridor has a daily farmers market that brings heavy traffic to the area ranging from 18 wheeler trucks and passenger vehicles mixed in with pedestrians and bicyclists. There is a desire to enhance and increase the connectivity of sidewalks with a particular focus on pedestrian crossings.

Future Vision

Airline Drive is recommended to remain as 4-lane **Major Thoroughfare** on the MTFP given projected traffic volumes and the diversity of use along the corridor. Given the provided context, the corridor is further recommended to be classified as an **Urban Avenue**. Enhancing the pedestrian realm across Airline Drive will be a huge benefit, especially to pedestrians traveling to and from the farmers market. Two locations where raised crosswalks with special design considerations would be beneficial include: Aurora Street and Sylvester Road.

The activity centers along the corridor indicate a need for High Frequency Transit. Due to constraints within the right-of-way, a bike facility is not recommended.

Possible Option(s):



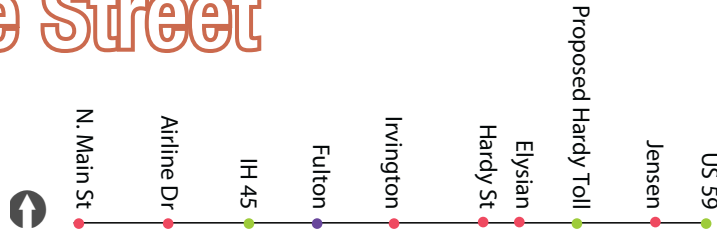
* Recommended
High Frequency Transit

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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-80
Existing Counts Range	5,000-8,800	Future Volume Range	3,000-17,500
Right-of-way	70'/80'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Median/CTL/Undivided

Cavalcade Street

Priority Elements



Existing Condition

Cavalcade is an east-west regional connector from the Heights area across IH 45 to the Northside neighborhood continuing westward into Houston's 5th Ward. The corridor is currently designed as a 4-lane divided **Major Thoroughfare** with 90'-100' right-of-way. Uses along the corridor transition between commercial/retail to residential with evidence of high pedestrian activity. Irvington Park is also directly adjacent to the corridor and is heavily used for its athletic facilities and picnic areas. A striped bike lane is also provided east of N. Main Street. METRO's Red Line also maintains the Calvacade light rail stop at Fulton.

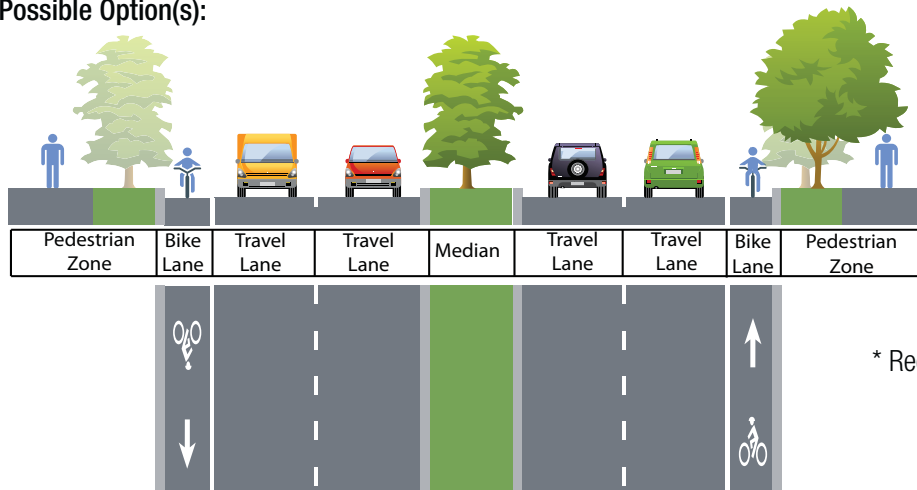
Identified Needs

The public expressed concern regarding the existing bike lane along Cavalcade as being too narrow given the travel speeds and traffic along Cavalcade. The continuation of a wider bike lane into the Heights area was also requested where current facilities were regarded as not clearly visible west of Main Street. Intersection designs with inadequate turning radii for buses were noted as a concern. Traffic delays were identified at the intersection at Fulton Street and the five way intersection at 20th Street/Calvacade Street, N. Main Street and Studewood Street.

Future Vision

Cavalcade Street is recommended to remain as **Major Thoroughfare** on the MTFP and be further classified as an **Urban Boulevard** in preservation of the esplanade. Bike lanes are also recommended to be widened for increased safety. To accommodate a wider facility, the existing median may be narrowed. Given the location of the Cavalcade Red Line Metro Stop, as well as a number of neighborhood amenities, completing sidewalk gaps is also recommended. High Frequency Transit is also recommended for this corridor.

Possible Option(s):



* Recommended High Frequency Transit

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	T-4-90/100
Existing Counts Range	10,900-15,500	Future Volume Range	22,100-24,200
Right-of-way	90/100'	Proposed MMC	Urban Boulevard
Median/CTL/Undivided	Median	Median/CTL/Undivided	Median

Patton Street

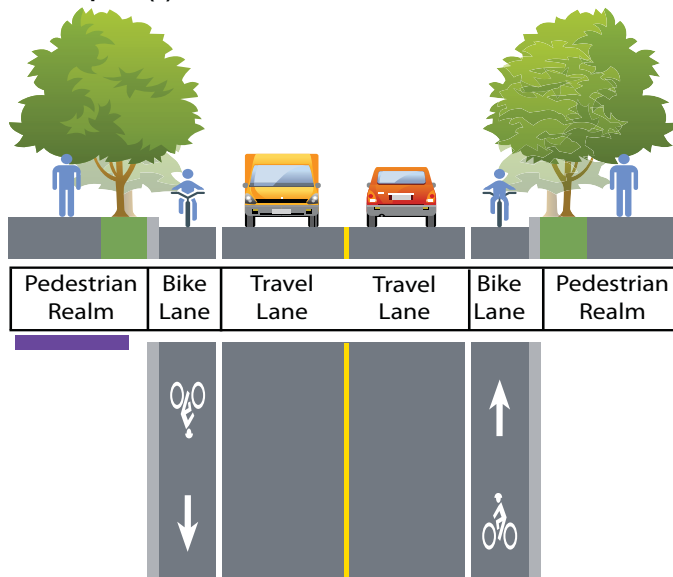
Priority Elements



Existing Condition

Patton Street is an east-west 4-lane **Major Collector** with 60' right-of-way that connects Airline Drive to Irvington Boulevard. The corridor serves as a neighborhood connector providing access under IH 45 and increased connectivity between the Heights and Northside neighborhoods. The corridor consist of largely residential uses except at IH 45 where commercial, including a grocery store, exist. Along noncommercial sections of the corridor, many residents use the outside lanes for on-street parking and bicycling. Patton does not have any transit routes presently.

Possible Option(s):



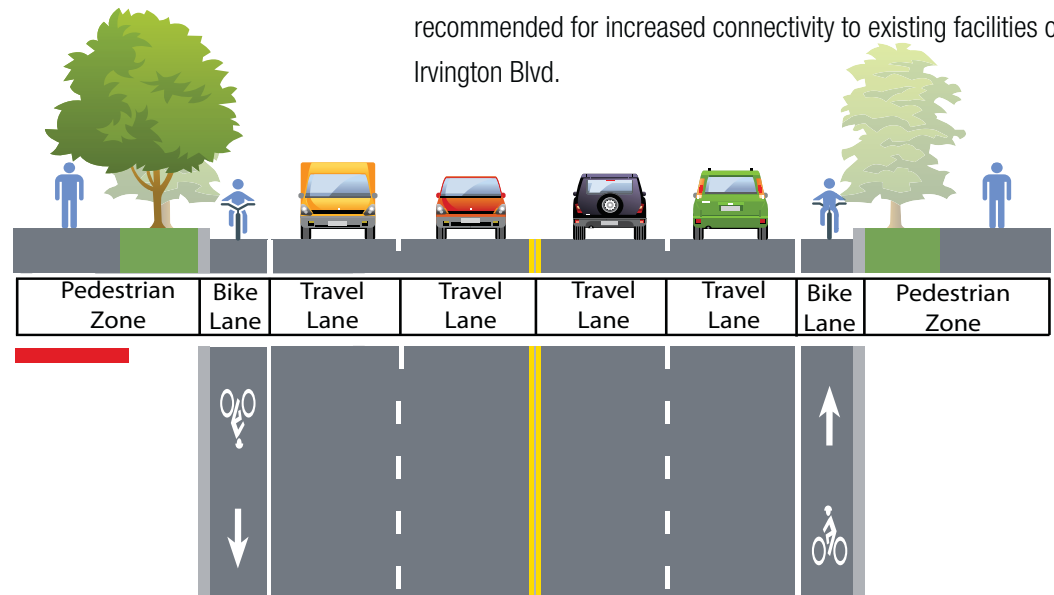
Identified Needs

Sidewalks along the corridor are provided on both sides of the corridor, but are narrow and in poor condition. Patton Street crosses under IH 45 and also intersects the new transit corridor, Fulton Street. The community expressed that Patton Street could benefit from enhanced pedestrian facilities and a bike facility for increased access to the new METRO Red Line. The corridor terminates at Irvington Boulevard where a large multi-family complex is located. To help alleviate congestion, the community expressed need of a traffic signal to assist residents in and out of the complex.

Future Vision

Patton Street is an important multi-modal corridor that connects the Heights to the Northside, and is recommended as an **Urban Street**. Given the lower traffic speeds and projected traffic volumes, the following is recommended:

- Airline to IH 45: 2-lane **Major Collector**; bike lanes recommended for increased connectivity to Montie Beach Park and existing bike facilities on 14th Street.
- IH 45 to Fulton (light-rail): 4-lane **Major Collector** intended to serve heavier commercial traffic and regional traffic accessing IH 45. Safe bike lanes are recommended for continuation along this stretch.
- Fulton to Irvington: 2-lanes **Major Collector**; bike lanes recommended for increased connectivity to existing facilities on Irvington Blvd.

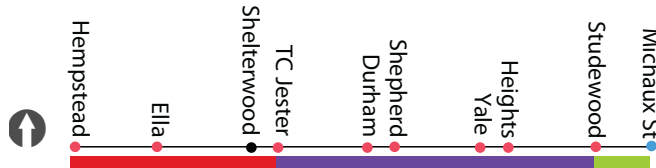


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EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60/70; C-4-70
Existing Counts Range	3,500-7,300	Future Volume Range	5,000-9,000
Right-of-way	60'	Proposed MMC	Urban Street

11th Street

Priority Elements



EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2-4	MTFP Designation	T-4-70/100; C-2-70
Existing Counts Range	6,800-14,400	Future Volume Range	7,500-35,500
Right-of-way	70'-100'	Proposed MMC	Urban Blvd/Ave/Street
Median/CTL/Undivided	Median/Undivided	Median/CTL/Undivided	Median/Undivided

Existing Condition

11th Street is a 4-lane, east-west **Major Thoroughfare** with a right-of-way that ranges from 70' - 100'. The segment between Hempstead Road and N. Shepherd Drive is 100' ROW, and 70' east of N. Shepherd Drive. Land use along the corridor varies, with a mix of residential and retail commercial uses east of Ella Blvd. A neighborhood-retail node is developing at 11th and Studewood Street with local restaurants, bakeries, and some mid-rise residential developments. Sidewalks are consistent throughout the corridor and exist on both sides.

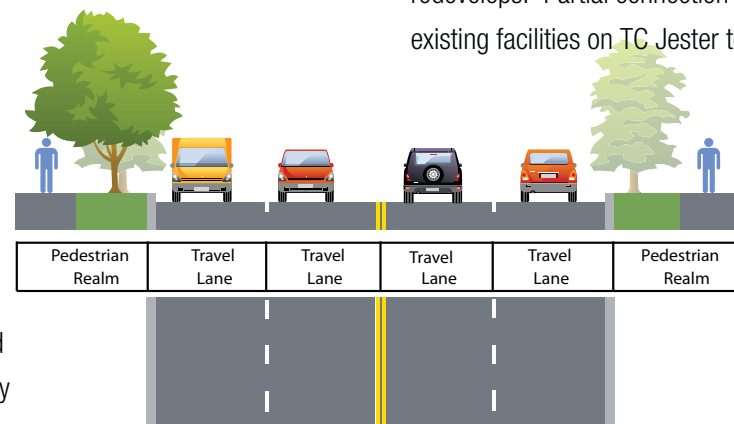
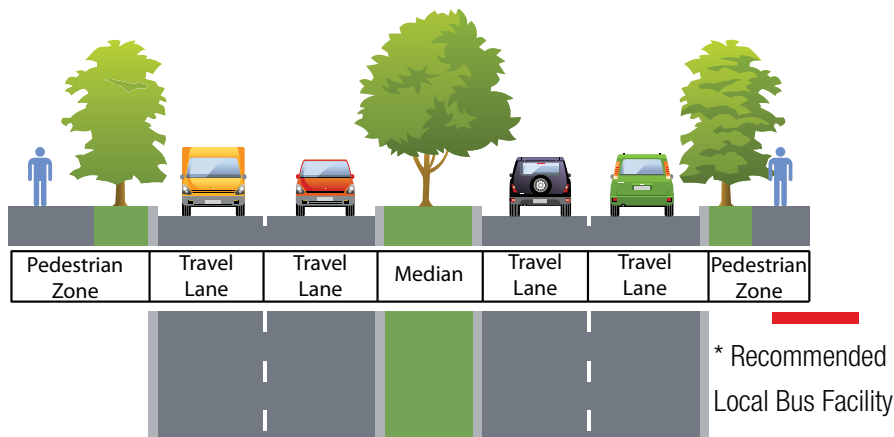
Identified Needs

The character of this corridor is changing as more restaurants and smaller shops move into the area. The result has been an increased number of pedestrian and bicycle along the corridor. As such, bicycle safety was noted as a concern especially at existing bike facilities across 11th Street. Parking was also noted as a concern where future commercial-retail activity similar to 11th and Studewood might develop. Other comments expressed a desire for transit access along 11th Street into the Galleria area. Finally, traffic congestion along 11th Street' intersections at TC Jester Blvd, Durham Drive and Heights Blvd were noted.

Future Vision

The corridor is recommended to remain as a 4-lane **Major Thoroughfare** on the MTFP from Hempstead Highway to Studewood Drive given the length and diverse uses along the corridor ranging from residential to industrial uses. This portion of the corridor is also recommended as an **Urban Blvd** in preservation of the existing median and an **Urban Avenue** within the 70' right-of-way. East of Studewood the corridor is recommended as a **Minor Collector** and **Urban Street** given the corridor's 2-lane configuration and low projected traffic volumes. To better accommodate access to local residential amenities and commercial activity, a local bus service is recommended.

Possible Option(s):



Due to right-of-way limitations, a bike facility is currently not recommended but, should be explored as the area redevelops. Partial connection is provided, however, from existing facilities on TC Jester to Shelterwood Drive.

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Pecore Street

Priority Elements



Existing Condition

Pecore Street is 2-lane undivided **Major Collector** with 60' right-of-way. Outside lanes are wide enough to accommodate on-street parking where certain parts of the corridor are striped to indicate as such. Sidewalks flank both sides of the road and are separated from traffic by a planting strip. The provided land use is mainly single family residential with short lot faces. Pecore terminates at N. Main Street which connects across IH 45 and Houston Avenue which provides direct access to Downtown. A portion of Pecore is currently on bus route 40, but does not cross IH 45.

Identified Needs

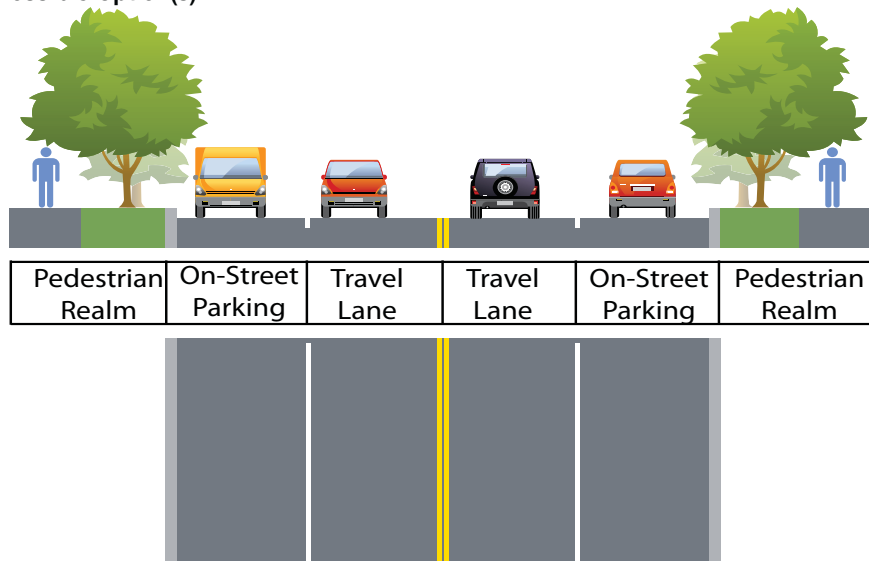
The community expressed a desire to access transit, especially the light rail service provided on the Northside neighborhood. A lack of bicycle facilities and pedestrian amenities across IH 45 and on N. Main Street were noted a barrier to access the light rail. Residents noted the only way to access such service is by automobile which defeats the intended use of the transit system within a more urbanized context.

Future Vision

Given the relative short length of Pecore Street as well as a nominal increase in projected traffic volumes, it is recommended this street be reclassified as a **Minor Collector**. It is also recommended it be classified as an **Urban Street** given the surrounding context and neighborhood locality of the traffic. As expressed by the public, N. Main Street presents several challenges in the accommodation of bicycle traffic. Similarly, due to limited right-of-way 11th Street is also considered unsafe for cyclist. As such, Pecore Street is not recommended as a bicycle facility given the lack of connectivity to greater bicycle network. A local bus facility is recommended along a portion of the corridor.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60
Existing Counts Range	7,800-8,100	Future Volume Range	6,500-13,000
Right-of-way	60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Possible Option(s):



* Recommended Local Bus Facility

West 6th Street

Priority Elements



Existing Condition

West 6th Street is a 2-lane undivided **Major Thoroughfare** with open ditches flanking both sides of the corridor expect for a portion of the road between Yale and Heights Blvd. Travel speeds are slow and single family homes are the prominent development type. The portion of the street west of Rutland Street, however, is mainly industrial with heavy truck usage. A detention pond recently constructed by TxDOT separates this section from the rest of the corridor.

Identified Needs

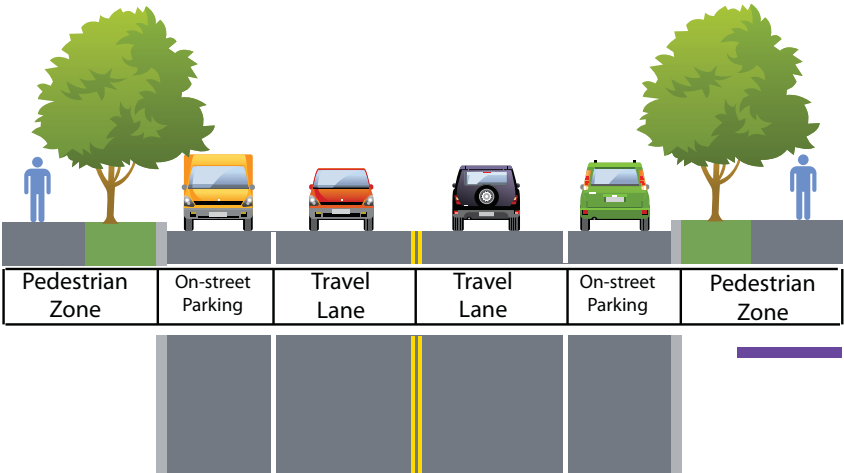
The public noted a lack of sidewalks on 6th Street east of Rutland Street. Of particular concern, is the complete lack of sidewalks along the south side of the corridor. The community expressed a strong desire to make this portion of 6th Street a more walkable neighborhood, especially where the corridor transitions into the White Oak District.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60
Existing Counts Range	50-1,000	Future Volume Range	1,500
Right-of-way	50'-60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Future Vision

The portion of 6th Street west of Yale Street is recommended to be **removed** from the MTFP due the recently constructed detention pond between Rutland Street and Shepherd Drive. The removal of the corridor provides a nominal impact to the greater thoroughfare network as reflected in projected traffic volumes, and more accurately reflects the future condition of the network where the construction of a bridge across the detention pond is not envisioned.

Possible Option(s):

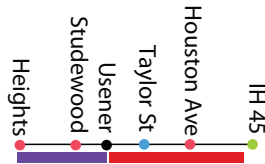


The remaining portion of the corridor between Yale Street and Heights Boulevard is recommended to be reclassified as a **Major Collector** to further emphasis the corridor as a predominately residential connector. Similarly, the corridor is envisioned to accommodate wide sidewalks and encourage on-street parking for increase walkability. Given existing and planned development along the corridor, as well as associated priority elements mentioned, 6th Street is recommended as an **Urban Street**.

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White Oak Drive

Priority Elements



Existing Condition

White Oak Drive is a 2-lane **Major Thoroughfare** that extends from Heights Boulevard to IH 45 and becomes Quitman Street in the Northside study area. Variation in the corridor are as follows:

- Heights Boulevard to Usener Street: 2-lanes undivided with parallel parking on both sides of the street.
- Usener Street to IH 45: 2-lanes undivided with no parking and open ditch on either side.

Identified Needs

White Oak Drive is turning into a destination corridor with local restaurants developing at key intersections. Parking along the sides of the street will continue to be needed in the future, along with an improved pedestrian environment and on-street bicycle facility.

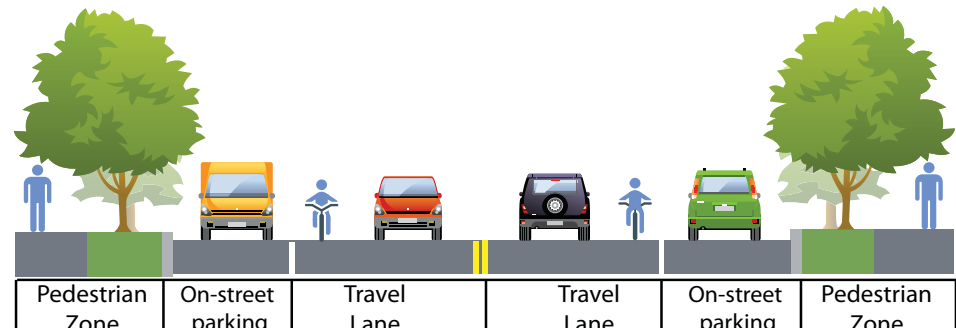
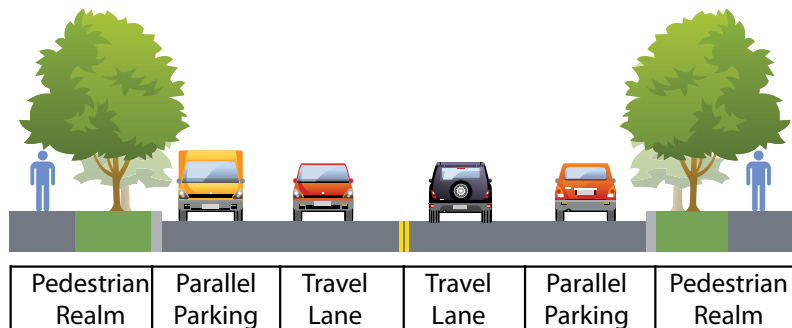
Public input indicated that the intersection of White Oak Drive and Usener Street is difficult to understand. Similarly, the signal timing at Heights Blvd was recommended for adjustment to better accommodate

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-60/70
Existing Counts Range	5,500-9,000	Future Volume Range	4,000-13,500
Right-of-way	60'/70'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Future Vision

It is recommended that White Oak Drive be reclassified from Major Thoroughfare to a **Major Collector**. Given the existing context, the corridor is further recommended as an **Urban Street**. The existing cross section as a 2-lane undivided facility with parallel on-street parking is recommended to remain. A Sharrow or shared-use bicycle facility between Heights Blvd and Usener Street, is recommended given the limited right-of-way and the close proximity of the buildings to the back of the curb. The intent of this facility is to connect bicycle facilities on Heights Blvd to the White Oak Bayou off-street trail network accessible through Stude Park. Local Bus service is recommended.

Possible Option(s):



* Recommended Local Bus Facility

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Quitman Street

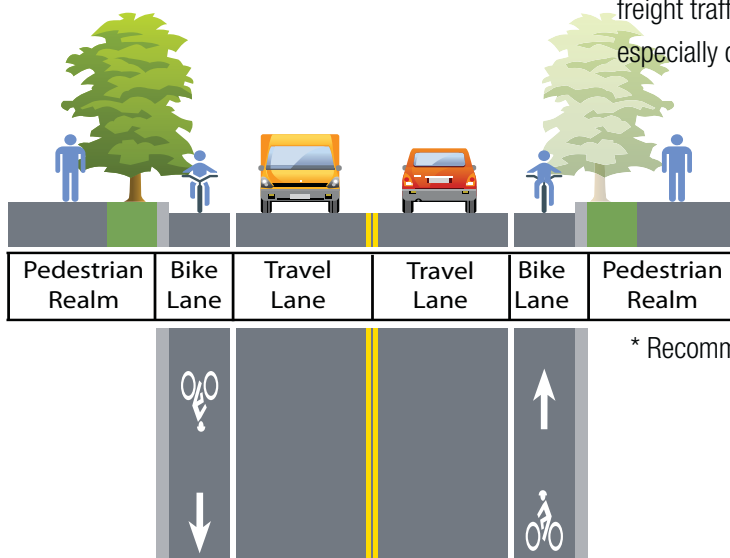
Priority Elements



Existing Condition

Quitman Street is a 2-lane undivided **Major Thoroughfare** with a 50'-60' right-of-way. It is an east-west corridor in the Northside area from IH 45 to US 59; west of IH 45 the corridor is known as White Oak Drive and transitions to Liberty Road east of US 59. Jefferson Davis High School and A. John Castillo Park directly abut the corridor just north of Tackaberry Street. Further south, Ketelsen Elementary is located near N. Main Street. Quitman Station, a METRO rail stop, is located near the N. Main Street intersection where METRO has established a "Kiss and Ride" vehicle drop-off facility.

Possible Option(s):



Identified Needs

Public input regarding Quitman Street was vast and diverse. Most intersections along the corridor were identified as needing improvement, but the intersection at Tackaberry was highlighted given the high foot pedestrian and vehicular traffic associated with Jefferson Davis High School. Marshall Middle school was also noted as a concern where Tackaberry or Cochran Street might serve as potential crosswalk locations if properly signaled. Quitman is seen as one of the most vital streets in Northside, and the community expressed a desire to enrich the pedestrian zone and increased sense of safety by widening sidewalks, providing pedestrian scaled lighting, and cleaning up overgrown foliage. Traffic calming, especially during school day hours, were also expressed as a need. freight traffic was raised as a safety and congestion issue especially during school drop-off and pick-up hours.

* Recommended Local Bus Facility

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-2-50/60
Existing Counts Range	5,200-8,000	Future Volume Range	9,500-13,500
Right-of-way	50'/60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Future Vision

Quitman is unique given the importance of the corridor to the community as a true neighborhood amenity. Given the area context and projected volumes of the corridor, it is recommended it be reclassified as a **Major Collector** and the multi-modal classification identified as an **Urban Street**. Additionally, it is recommended that special attention be given to improving the safety and accessibility of Quitman Street by widening sidewalks, providing a buffered landscaped strip between the roadway and the sidewalk, and providing pedestrian level lighting where appropriate. A bike lane is recommended to increase neighborhood accessibility to schools, the light rail, surrounding parks, and existing trails. Finally, a local bus facility is also recommended for the corridor.

Hogan Street

Priority Elements



Existing Condition

Hogan Street is a 4-lane undivided **Collector** with a 60' right-of-way that extends from Taylor/Sawyer Street across IH 45 as Crockett Street. Although the corridor transitions three name changes (Hogan Street, Lorraine Street, Crockett Street), the 4-lane designation on the MTFP is consistent. Sidewalks can be found along the length of Hogan Street, but they are narrow and at times in poor condition. Existing land use consists of commercial properties with limited setbacks, and some residential.

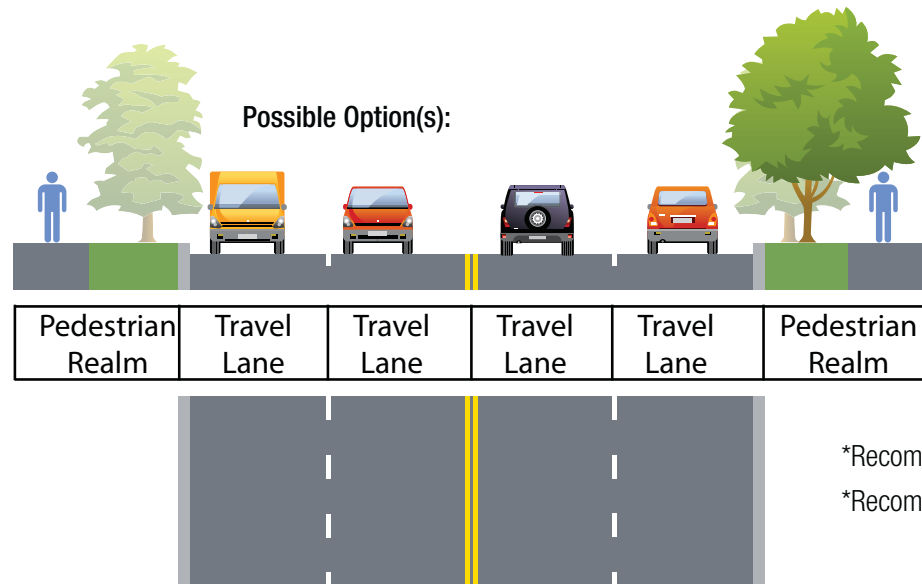
Identified Needs

Hogan Street transitions across IH 45 as an overpass with 4-lanes of traffic and a sidewalk abutting its northern side. As a neighborhood connector between the area known as the Inner West Loop and the Northside study area, the provided bridge is seen as inefficient, and a wider, safer crossing for pedestrian and bicycle traffic across the bridge is desired. Similarly, sidewalks along Hogan exist, but are typically narrow and in poor condition. Finally, Hogan Street provides access to Main Street and METRO's Red Line Rail Station.

Future Vision

Hogan Street is recommended as a 4-lane **Major Collector** with a 70' right-of-way. Given the existing context, the corridor is further recommended to be classified as an **Urban Avenue**. A bike facility is recommended on Hogan Street given the corridor's neighborhood appeal, direct access to the light rail on Main Street, and access across IH 45 and US 59. However, due to limited right-of-way, the corridor is recommended as a bicycle route where future bicycle options may be explored as right-of-way becomes available. Enhancing sidewalks and crosswalks to transit, however, is recommended as a priority for this corridor.

Based on the project team's transit analysis detailed in [Chapter V. Section 5.6 Transit Corridor Considerations](#), Hogan is recommended as a High Frequency Transit facility from Elysian Street to N. Main Street in line with METRO's System Reimagining. Burnett Street, just south of Hogan Street, may also serve as a potential High Frequency Transit facility providing direct access to the Burnett Transit Center located on Burnett near Main Street. As the area continues to develop, facilities should be reexamined to determine the best facility or joint facility where appropriate.



*Recommended High Frequency Transit

*Recommended Bicycle Route

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-4-70
Existing Counts Range	3,000-8,500	Future Volume Range	14,000-21,500
Right-of-way	60'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Lorraine Street

Priority Elements



Existing Condition

Lorraine Street a 4-lane undivided **Major Collector** with 60' and 70' of right-of-way east and west of Hardy Road, respectively. The corridor is an extension of Crockett and Hogan Street to the west. Although the corridor transitions three name changes, the 4-lane designation on the MTFP is consistent. The portion of the corridor designated as Lorraine Street, however, is currently striped for 2-lanes, and not 4-lanes of vehicular traffic. Existing lanes are fairly wide providing ample room for on-street parking. Landuse along the corridor consist of some single-family residential with light commercial and abandoned property directly abutting the corridor; a number of vacant lots are also apparent.

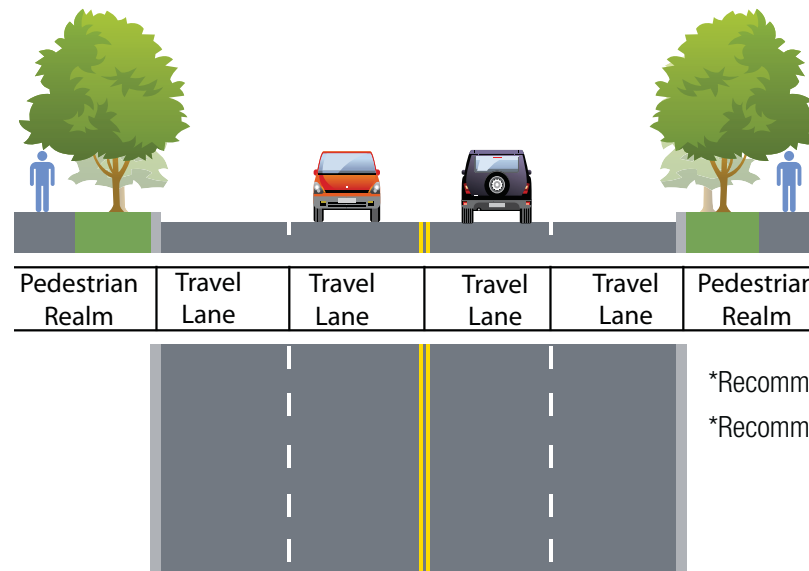
Identified Needs

Comments received from the public regarding Lorraine Street were limited, and centered around the desire for an enhanced pedestrian realm. This is especially true at railroad crossings where existing infrastructure is limited for both bike and pedestrian users, alike. The corridor is identified as a primary east-west corridor north of IH 10 inclusive of all modal types similar to Quitman and Cavalcade streets by the project team.

Future Vision

Given the provided length of the corridor, and to provide continuity with Crockett and Hogan Streets, Lorraine Street is recommended as a **Major Collector** with a 70' ROW. The corridor is further recommended as an **Urban Avenue**. Due to limited right-of-way, the corridor is recommended as a bicycle route, providing an essential connection to the newly developed light-rail. However, as the area continues to developed, improvements to the bicycle facility should be explored. As an extension of Hogan Street recommendations, Lorraine Street is also recommended as High Frequency Transit facility.

Possible Option(s):



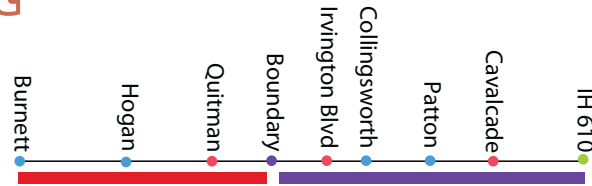
*Recommended High Frequency Transit

*Recommended Bicycle Route

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	C-4-70
Existing Counts Range	1,800-4,500	Future Volume Range	10,500-14,000
Right-of-way	60'/70'	Proposed MMC	Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Fulton Street

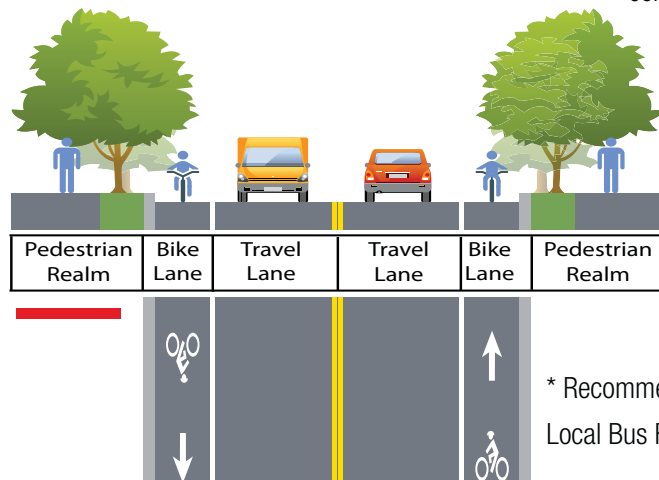
Priority Elements



Existing Condition

Fulton Street was redesigned to accommodate light-rail north of Boundary Street and is designated as a **Transit Corridor Street** on the MTFP, including 2-lanes with varying right-of-way widths (80'-100'). Reconstruction of the corridor was completed in December 2013. Fulton, south of Boundary Street, is designated as a 4-lane **Major Thoroughfare**. Although some residential landuse exist, the corridor is also aligned with retail-commercial uses. Moody Park, a city park located directly adjacent to Fulton Street, is a neighborhood and amenity inclusive of a pool, work out facilities, conference rooms and recreational event spaces.

Possible Option(s):



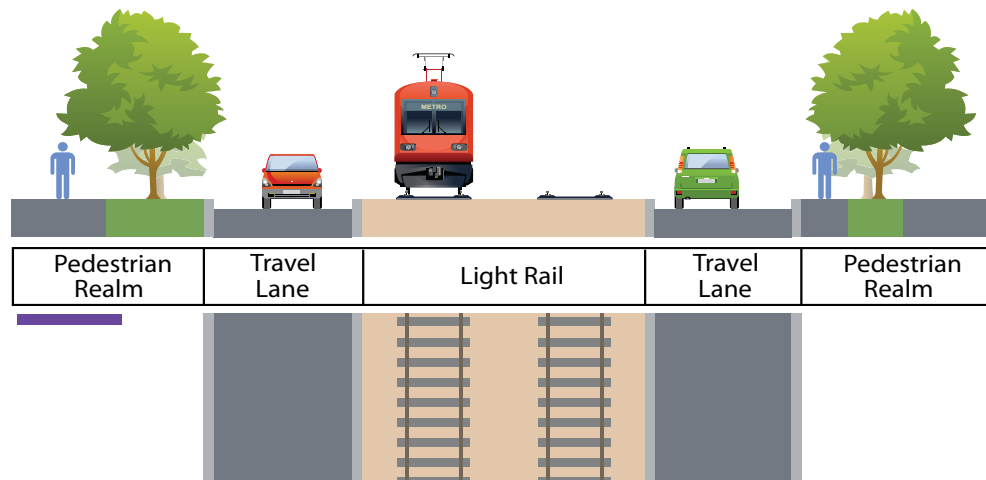
Identified Needs

The light rail was noted as a benefit for the community. However, concerns regarding safe crossing of the corridor to Moody Park as an issue. Similiary, designated crosswalks to light rail stations is also lacking along some portions of the corridor. The portion of the corridor south of Boundary Street currently functions as a 2-lane Collector Street. However, with the onset of a relatively large commercial development - Hardy Yards - south of Burnett Street, traffic is only anticipated to increase. Given the length of the corridor and the relative neighborhood context, current functional classification does not accurately reflect the intended traffic needs of the corridor.

Future Vision

Fulton Street is recommended to remain as a **Transit Avenue** north of Boundary Street. Future volume is anticipated to increase south of Boundary Street, however, indicate that 4-lanes of vehicular traffic are not warranted. As such, the corridor is recommended to be classified as a 2-lane **Major Collector**. To improve access to light rail, as well as provide a multi-modal connection to the anticipated Hardy Yard development and future connection to downtown, designated bike lanes are recommended along this portion of the corridor. Fulton Street is also recommended to be classified as an **Urban Avenue** south of Boundary Street.

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2/4	MTFP Designation	TCS-2-varies; C-2-60/70
Existing Counts Range	5,700-11,400	Future Volume Range	4,000-14,000
Right-of-way	55-60+	Proposed MMC	Transit/Urban Avenue
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	N/A



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Hardy Street

Priority Elements



Existing Condition

Hardy Street is a one-way, 4-lane undivided **Major Thoroughfare** that moves traffic southbound from IH 610 to IH 10. It runs parallel to Elysian Street, which together, operate as an 8-lane couplet through the study area. Hardy Street fluctuates between 50'-60' of right-of-way along its length. Development along the corridor is residential with a few other uses including schools, and smaller "mom and pop" commercial facilities.

Identified Needs

The Travel speed along Hardy is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road directly north of the study area. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

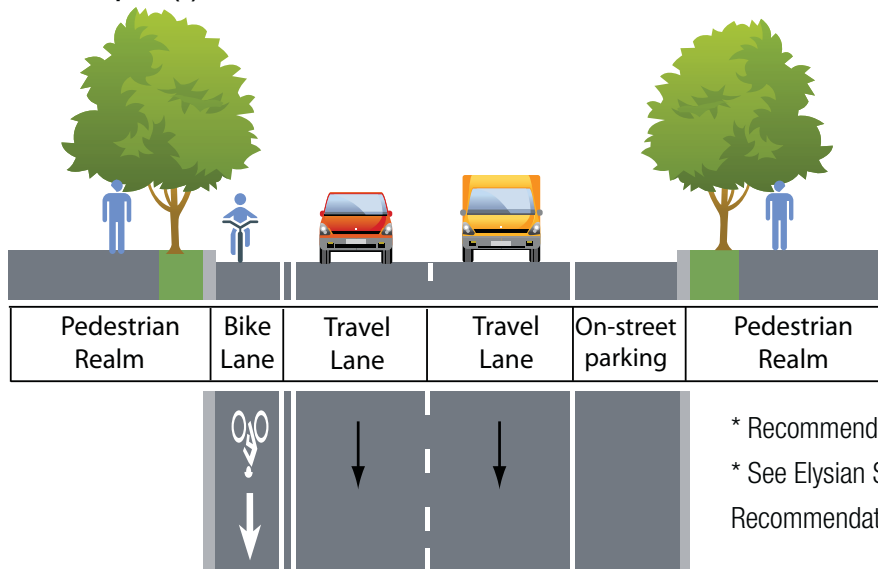
Future Vision

Hardy Street is recommended to remain as a one-way, southbound **Urban Couplet**. It is also recommended Hardy Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required of this street is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular traffic. As a couplet, a potential design solution may include on-street parking along one-side of the corridor and a buffered bike lane on the other; Elysian is intended to mirror this design for northbound traffic.

A High Frequency Transit facility is also recommended and mimics METRO's System Reimagining Plan.

For more information regarding associated design standards for northbound traffic, see the Elysian Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the Report.

Possible Option(s):



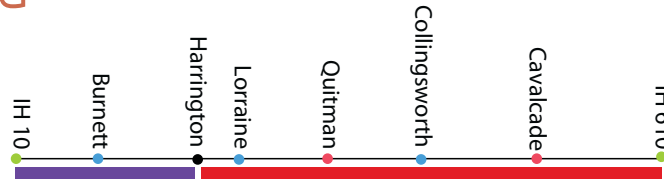
* Recommended High Frequency Transit

* See Elysian Street Corridor Sheet for Northbound Recommendation

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60
Existing Counts Range	3,000-6,000	Future Volume Range	5,500-12,500
Right-of-way	50'/60'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

Elysian Street

Priority Elements



Existing Condition

Elysian Street is a one-way, 4-lane undivided **Major Thoroughfare** for northbound traffic traveling from downtown to the Hardy Toll Road. The corridor merges with its southbound couplet, Hardy Road, just south of Lorraine Street. In total, the Elysian-Hardy couplet maintains 8-lanes of vehicular travel lanes. Landuse along the corridor is primarily residential, however, light industrial is evident closer to the Hardy Toll Road entrance ramp.

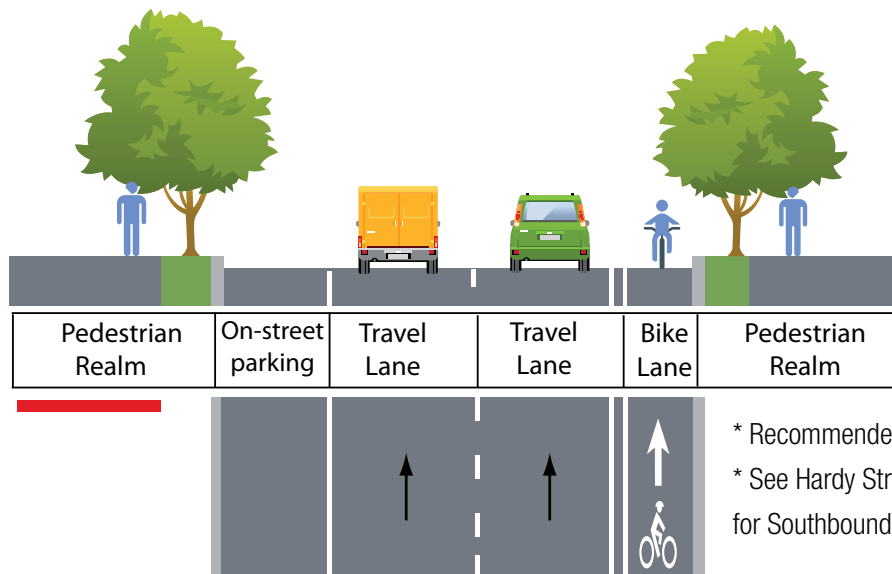
Identified Needs

The posted speed limit along Elysian is 35 mph. However, public comment indicates that traffic travels at speeds much greater than the posted limit due to the corridor's connection to the Hardy Toll Road. The public also noted that on-street parking is a desire. Finally, with the potential introduction of the Hardy Toll Road extension along the western boundary of the study area, residents expressed a need for greater connectivity of local streets into downtown.

Future Vision

Elysian Street, from Harrington Street to IH 610, is recommended to remain as a one-way, northbound **Urban Couplet**. It is also recommended this section of Elysian Street be reclassified as a **Major Collector**. With the proposed extension of the Hardy Toll Road, the carrying capacity required is anticipated to decrease. As such, the number of lanes are also recommended to be reduced from 4- to 2-lanes of vehicular traffic. As a couplet, a potential design solution may include on-street parking along one side of the corridor and a buffered bike lane on the other; Hardy is intended to mirror this design for southbound traffic. Elysian Street, south of Harrington Street, is recommended to remain as a 4-lane **Major Thoroughfare** to sufficiently capture traffic from the Elysian-Hardy Couplet and Hardy Toll Road.

Possible Option(s):



* Recommended High Frequency Transit

* See Hardy Street Corridor Sheet for Southbound Recommendation

EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	4	MTFP Designation	C-2-60; T-4-60
Existing Counts Range	4,500-8,500	Future Volume Range	9,000-15,000
Right-of-way	60'	Proposed MMC	Couplet
Median/CTL/Undivided	N/A	Median/CTL/Undivided	Undivided

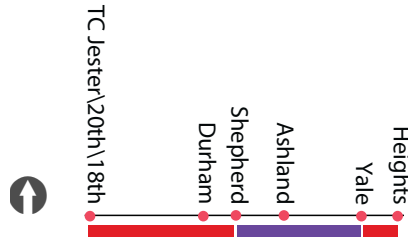
A High Frequency Transit facility is also recommended and is consistent with METRO's System Reimagining Plan.

For more information regarding associated design standards for southbound traffic, see the Hardy Corridor Sheet. Alternative options considered for the Urban Couplet pairing may be viewed in [Appendix D: Hardy-Elysian Option Considerations](#) of the report.

NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

19th Street

Priority Elements

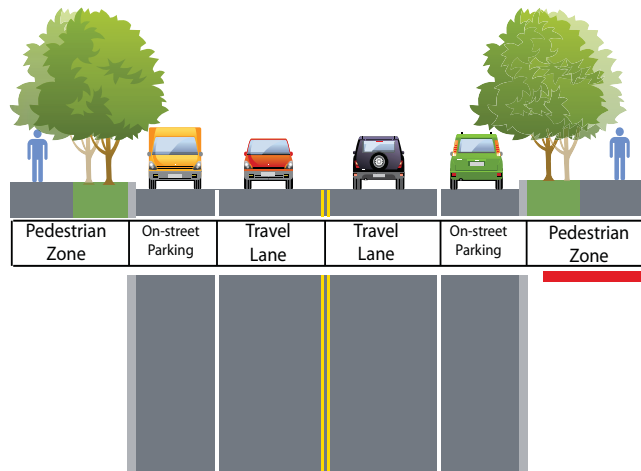


Existing Condition

19th Street is currently classified as a **local street** and therefore, not included in the 2014 MTFP. Existing right-of-way varies between 70' and 90'. Development along the corridor is retail-commercial and is expected to develop as a neighborhood retail corridor. A number of properties east of Shepherd Drive have developed into high density single-family townhouses. The road configuration consist of two cross-sections:

- West 18th/20th/T.C. Jester to Shepherd: 2-lanes with open ditch
- Shepherd to Heights Blvd: 2-lanes with on-street parking in some places inclusive of both head-in and parallel parking facilities.

Possible Option(s):



Identified Needs

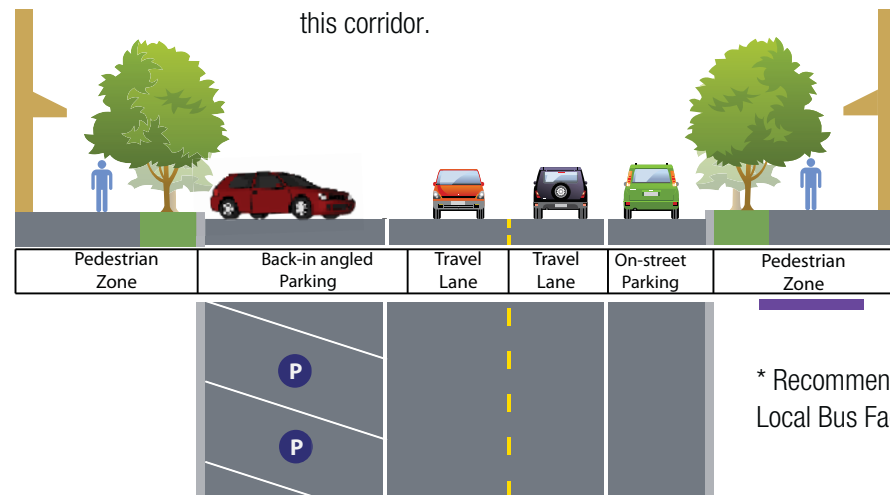
19th Street is parallel to 20th Street which is a Major Thoroughfare. Given the future volumes and associated speeds anticipated on 20th Street by automobile traffic, 19th Street may serve as a neighborhood collector for certain types of pedestrian and bicycle traffic not comfortable with traffic patterns on 20th Street. With the presence of smaller shops and restaurants closer to the street, safe crossing and slower traffic speeds were expressed by public comment as well as an enhanced pedestrian realm for increased walkability.

Future Vision

This corridor is recommended to be added to the MTFP as a **Minor Collector** given the existing land use and connectivity. It is also recommended to be classified as an **Urban Street** with two potential cross-sections which are in line with priority elements highlighted by the community:

- West of Shepherd Drive: 2-lanes of vehicular traffic with parallel parking is recommended for increased access to commercial uses along the corridor. The provided configuration allows ample use of the pedestrian zone while maintaining the movement of two-way traffic.
- Shepherd to Yale: 2-lanes of vehicular traffic with parallel parking as provided within the existing condition. However, possible redesign of existing head-in parking to angled or back-in angled parking needs to be evaluated.

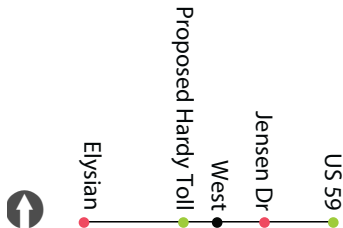
Also, local transit is recommended to facilitate pedestrian traffic along this corridor.



NOTE: COLORED BAR(S) INTENDED TO CORRESPOND WITH CORRIDOR KEY AT THE TOP OF THE PAGE.

Lyons Avenue

Priority Elements

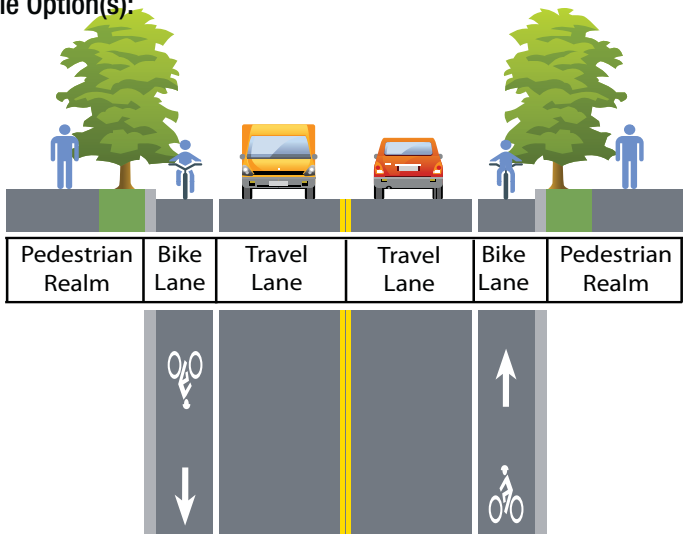


EXISTING CONDITIONS:		FUTURE CONDITIONS:	
Existing Lanes	2	MTFP Designation	T-2-60; C-2-60
Existing Counts Range	2,000-6,000	Future Volume Range	3,500-7,500
Right-of-way	60'	Proposed MMC	Urban Street
Median/CTL/Undivided	Undivided	Median/CTL/Undivided	Undivided

Existing Condition

Lyons Ave is classified as a 2-lane **Major Thoroughfare** with a 60' right-of-way and provides access from the Elysian Viaduct and to US 59. Sidewalks are present along both sides of the corridor from the Elysian Viaduct to West Street; the remainder of the corridor is open ditch with no pedestrian nor bicycle facilities. The exception can be found at Saint Arnold's Brewery which is one of Houston's oldest and largest microbreweries. The brewery directly abuts Lyons Ave and is considered a major regional attractor for tourist and residents alike. Existing bicycle lanes and pedestrian facilities are present.

Possible Option(s):



Identified Needs

Lyons Ave provides an underpass at US 59 that facilitates existing pedestrian and bicycle movements to the east of the study area even with degraded to non-existent facilities. Given connections across interstates are limited, special attention should focus on creating a safe environment for bicyclist and pedestrians to further enhance and encourage existing non-vehicular use along the corridor. This can be done by enhancing existing sidewalks and reducing gaps within the sidewalk network.

Future Vision

Future traffic volumes along the Lyons Ave are nominal, and as such is recommended as a 2-lane thoroughfare. However, Lyons Ave is recommended to remain a **Major Thoroughfare** east of Elysian Street given its length, direct connection into the 5th Ward, and current function as one of four corridors with access across US 59. Also, McKee Street is one of the local streets within the study area recommended to be added to the network as a Minor Collector. This, in association with the Hardy Yards retail-commercial development just north of Conti Street, is anticipated to increase connectivity of the local network as well as traffic along Lyons Avenue. West of Elysian, however, Lyons avenue is recommended to be reclassified as a **Minor Collector** to allow for the preservation of the right-of-way while promoting a more localized network of neighborhood streets with minimized regional vehicular traffic. Given the area context, the corridor is also recommended as an **Urban Street**. Pedestrian and bicycle facilities are considered a priority given the importance of the street as a residential connector across US 59 as well as the importance of access to and from Saint Arnold's Brewery. Finally, the connection between Lyons Avenue and Conti Street at McKee Street should be realigned to remove the offset intersection. This will potentially provide a connection to the proposed extension of San Jacinto Street.

APPENDIX

City Mobility Planning

In 2009, the City of Houston adopted the City Mobility Plan (CMP), which proposed a new process for developing mobility solutions. These solutions focus on capitalizing on current transportation infrastructure by emphasizing multi-modal mobility options and system improvements with a higher than average benefit-cost ratio. Historically, we have addressed increased traffic by simply expanding our streets or network capacity. This methodology simply isn't sustainable given limited funding sources, quality of life factors, and constraints on land development.

With expected growth in the study areas, several of the corridors will continue to see increased congestion within the next 25 years, and the limited rights-of-way will preclude several corridors from increasing their through-put capacity by simply widening the street. As such, the City of Houston is taking a holistic approach to defining a vision for these corridors. All modes of travel will need to be accommodated in some form or fashion within each of the study areas. By using the concepts defined within the *Infrastructure Design Manual, Chapter 10, Appendix 2*, the City is taking its first step in trying to create a multi-modal vision for the corridors within the study areas. Resulting recommendations are evidence of a balanced approach that took many City resources into consideration, including: Existing Conditions Analysis, Public Engagement, Stakeholder Engagement/Oversight, and modeling scenarios which specifically targeted attempts in vehicular congestion evaluation and network solutions.



Based on expected growth, limited room to build new or expand existing roads, increase in projected congestion, and a desire for the City to find a more multi-modal oriented solution to the City's ever-pressing traffic concerns, the following recommendations were made. Local street recommendations were provided to preserve and tighten the existing grid to eliminate the possibility of future roadway abandonment or alteration of local streets, allowing for the continued preservation of the corridors while enhancing the importance of alternative modes of transportation, such as bikes.

For more information about City Mobility Planning, visit the City of Houston's Mobility page at <http://houstontx.gov/planning/mobility/cmp>.

Other Planning Studies

In addition to City Mobility Planning efforts, the City of Houston makes annual amendments to their Major Thoroughfare and Freeway Plan, supports the development of the City's Transportation Policy and Regulations, provides technical support to the City's Transportation Advisory Committee and maintains the City's Travel Demand Model. To find more studies that the City of Houston has been involved in, visit their Mobility webpage at <http://houstontx.gov/planning/mobility/>.

The City of Houston also coordinates with the Houston-Galveston Area Council and other transportation agencies within the region and pursues federal funding opportunities for transportation planning studies and public-private partnerships. To review transportation and other planning studies (related to business and economic development, community, emergency/disaster planning, environment, mobility, and public safety), visit the Houston-Galveston Area Council's webpage at <http://www.h-gac.com/home/residents.aspx>.